

CACTUS COURIER



Col James Norvell, Commander



Major Sharon M. Lane, PAO



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NEW MEXICO WING

*Tell me and I forget; Show me
and I remember; Involve me and
I understand*

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NM WING WEBSITE
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National CAP HQ Website
<http://www.capnhq.gov/>

NM WING CADET NAMED *SWR CADET OF THE YEAR*

*By 1st Lt Craig Degenhardt,
Eagle Composite Squadron P.A.O*



C/Lt Col Kaycee Gilbert after flight in T-34 aircraft

(Photo by 1st Lt Craig Degenhardt)

The T-34 was revving up its engine, the only T-34 in operation in the Civil Air Patrol. The pilot in the front seat returned the salute of the ground operations cadet. The old fighter trainer started rolling down the taxiway. The cadet officer in the back seat was beaming. As well she should, she was about to take off fast and high, just like her Civil Air Patrol career. Cadet Lt. Col. Kaycee Gilbert in 5 short years has come from wanting to be like her brothers, to surpassing them and flying high into the CAP history books. For the first time in memory a New Mexico cadet is to be the Southwest Region Cadet of the Year. Only 8 out of the nearly 27,000 cadets in the Civil Air Patrol receive this honor.

Just as an airplane doesn't fly it's self, it takes a whole organization to get it airborne, so it was with Ms. Gilbert. Her desire to read all her brothers CAP Manuals lead her to join CAP. As a member of Central New Mexico Composite Squadron she met then Cadet Colonel Isaac Block (now senior Capt. Block), She looked up to him and wanted to be like him. Capt David Simonson helped keep her motivated. Yet she claims the most influential person in her CAP life has been Col. Robert Haulenbeek, The leadership of these pilot officers encouraged her, she has logged over 22 hours as a student pilot.

Her accomplishments in the air are only a small portion of her resume. She is embarrassed by the fuss and wouldn't sit long for an interview. She

has done "some things" is about all you'll get out of her. Yet in reviewing the letters of recommendation for her award her "some things" turns into an impressive array of accomplishments: Squadron Cadet Commander; many encampment leadership positions-even filling in Senior positions; Three Commander's Commendations; Mission qualifications include Communications Unit Director, Radio Operator, Flight Line Marshaller, Ground Team Member; New Mexico Wing Cadet Programs Cadet Activities Officer; Southwest Region Conference 2002 Cadet Activities organizer; assisted with the 2002 Southwest Region Cadet Competition; International Air Cadet Exchange US representative to the United Kingdom; New Mexico Wing Cadet of the Year 1998 (while being a cadet for only 9 months of that year); and several roles in the Cadet Advisory Council's for the Wing, the Region, and the Nation.

Outside of CAP she is a member of the National Honors Society, 2002 graduate of Estancia High School, Lettered athlete in football, baseball, basketball, cross country and track. She is currently studying biology at University of New Mexico. Her assistance was invaluable during the Presidentially declared disaster Cerro Grande Fire, She was awarded the Disaster Relief Ribbon with "V". She travels over an hour from her home to attend Eagle Composite Squadron Meetings. Early in her career she was passed over as Squadron Cadet Commander, it didn't make her happy but she understood why. She thinks she learned more by being passed over then if she had received the position the first time. In July 2002 she was rewarded with the challenge of taking over the Wing's Squadron of the Year. She has tried to keep it the best squadron in the state. While results are not yet in on the squadron rating for this year she is proud that Cadet and Senior membership is at an all time high. She is also Cadet Activities Officer for the Wing, She works with Lt.Col. Paul Ballmer, coordinating activities with nearly every squadron in the Wing. She seems to spend more time at Wing

HQ & squadron than anyone else. On July 3rd 2003, after two consecutive terms, she will turn over command of the cadets in Eagle Composite Squadron, Kirtland A.F.B. She is old enough to turn senior member but will remain a Cadet because she says she has too much that she can still do for the Cadet program. She will take on duties as Eagle Composite Squadron Administration Officer and Senior Professional development. She has 22 awards to on her ribbon rack, some have been awarded multiple times. The Southwest Region Cadet of the Year will officially be bestowed upon her at the September NM Wing Conference.

That T-34 is coming in for a landing at Santa Fe Municipal airport. She has another mission under her belt, a SAREX ELT search. She is still beaming when she the canopy opens. When asked what in CAP had given her the most pleasure, she didn't hesitate, "Flying the T-34, and working with NCAC" And what does the highest ranking cadet to come out of the now de-chartered Central New Mexico Composite Squadron say when asked what was the worse she's experienced in CAP? After pondering for a while her face brightens and she says "What's bad with CAP?.....I can't think of anything!" Of such stuff is made the Southwest Region Cadet of the Year.



WING STAFF - SQUADRON COMMANDERS TO MEET

New Mexico Wing Staffers and Squadron Commanders will meet on Saturday 14 June at NM Wing HQ beginning at 10:00AM. Anyone with an agenda item is asked to email them to Chief of Staff David Gottheimer at dgott@juno.com. Squadron Commanders will meet together immediately after the joint morning meeting to discuss issues in their squadrons.



-- *The true measure of your education is not what you know, but how you share what you know with others --*

From the book *Simple Truths* by Kent Nerburn

Aircrew (Scanner/Observer) Course Offered in June

NM Wing will hold an Aircrew (Scanner/Observer) Course at Wing Headquarters on 21-22 June 2003. Class will begin at 1000 21 June and end approximately 1530 22 June. All members needing aircrew training for their specialty qualification--initial or renewal--should attend, especially mission pilots who need scanner training to re-qualify as mission pilots.

It is anticipated there will be training funds to reimburse aircraft and vehicle travel expenses. Interested members should send a CAPF-17 to LtCol Frank A. Buethe at wing headquarters or, register by e-mail at fbuethe@comcast.net. If you use email registration, be sure to include your name, your address, your phone number, your rank, your squadron name and your Squadron Commander's name.



CLOVIS JUNE SAREX CANCELLED

By Lt Col Frank Buethe, NMWGDES

Due to the existing manning levels in High Plains squadron, the events already and to be scheduled in June, and the necessity of additional staff training the Clovis SAREX has been cancelled. Clovis and Roswell will conduct a combined SAREX on 5-7 September with both squadrons hosting the event at either the Clovis or Roswell airport. SAREX staffing will be provided by both Clovis and Roswell squadron personnel.

The SAREX scheduled for 15-17 August at Gallup will be staffed by Gallup Composite Squadron supplemented by Farmington personnel. Emergency Services will schedule additional ICS staff training in June for all wing personnel who need education or retraining in ICS operations.



CN Arena Needs Camera Info

Lt Ralph Meyerheim, head of the Customs part of our counter drug mission, would like to know of anyone who has a digital camera. Meyerheim said, "If anyone is using their personal camera on CN or ES missions I would like them to contact me." The idea is to find out what computer software is needed to view the pictures once the camera is brought to a mission base. Unfortunately, each respective camera must have its own software to download the pictures. Meyerheim's plan is to have all the software on a computer that is centrally located.

To contact Lt Meyerheim, email him at Remeyerheim@msn.com or call him at 505-898-3373.



NEW SQUADRON COMMANDERS ANNOUNCED

On Saturday 19 May, Col James Norvell went to Clovis. He was a Wing Commander on a mission. The mission was to help High Plains Composite Squadron get back on its feet. He was accompanied by Col Larry Harrah, LtCol Ric Himebrook, LtCol Frank Buethe and Major Dave Gottheimer. When the trusty band of leaders had finished their meeting with the squadron members they had a new Squadron Commander --M. Pat O'Brian! Col Norvell was delighted with the enthusiasm of the small group and was heartened by the fact there were three new members who had applications and money in hand at the meeting. He told the gathering, "We are all here to help you. Please call on NM Wing Staff members and Squadron Commanders for their guidance and expertise if you have the need."

On Wednesday 28 May, Col Norvell further announced there is a new Squadron Commander for Thunderbird Composite Squadron in Albuquerque. He is Maj Russ Kappelman who comes to us from the Wisconsin Wing. Maj Kappleman

comes with a vast knowledge of CAP having served five times previously as a squadron commander in Wisconsin. Again, Col Norvell assured Maj Kappleman of the assistance of the NM Wing Staff and fellow Squadron Commanders.

Welcome aboard to these fine gentlemen in the Squadron Commander position for these two squadrons!



WING STAFF VACANCY

*Information provided by
Lt Col John Green, NMWGDOS*

The NM Wing will have a staff vacancy for Wing Stan/Eval Officer on July 1st.

The position will be filled by a CFI & CFII. Besides the job description described in CAPM 20-1, the Stan/Eval Officer will schedule, coordinate, file necessary forms, and if necessary put together annual pilot training seminars for National Check Pilot Standardization Course (once per year in January). The Stan/Eval Officer will also organize Flight Clinics (once or twice per year), and Mountain Flying Clinics (once or twice per year). In addition, he/she will be responsible for twice annual compiling and reporting to National HQ of NM Wing's completed flight checks (form 5, 5G, & 91). And, most importantly, be responsible for all the Wing's check pilots. Anyone interested in this position, please contact Lt Col John J. Green, NM Wing/DO by email at john.green@ao.dtra.mil or by calling his cell phone at 505- 459-7382.



LAS CRUCES MID-SCHOOL INITIATIVE CADETS GRADUATE

*By Lt Col Charles Moorers, III, Las
Cruces Information Officer*

The Las Cruces Composite Squadron held a Promotion and Awards Ceremony at the Sierra Middle School in Las Cruces on Tuesday, 20 May. It was held for new Civil Air Patrol

cadets who were the first graduates in the new CAP Cadet Initiative program at the school. Co-sponsors of this program were the Sierra Middle School, the New Mexico Wing of the Civil Air Patrol and the New Mexico National Guard. Daily meetings were held during the spring school semester.

The ceremony began with the Presentation of the Colors by a Color Guard from the Las Cruces Composite Squadron. Chaplain Lt Col Charles A. Moorers, III, the New Mexico Wing Chaplain gave the Invocation. Introduction of the staff was conducted by Chief Warrant Officer Frank Delmargo, Liaison Officer for the Department of Justice of the New Mexico National Guard. He introduced Sgt Major Alex Garcia, Drug Demand Reduction Administrator of the New Mexico National Guard. He also presented the following that have been National Guard Mentorship Coordinators who have worked directly with the new cadets: Sgt Patrick Chaves, Sgt Sean Dimmer and Sgt Richard Hernandez. Also introduced was Lt Col Fred Harsany, New Mexico Wing Liaison Officer, Lt Col Claude Luisada, New Mexico Wing Middle School Initiative Coordinator and Lt Col Alan Fisher, Squadron Commander. Each spoke about the scope of the Mid School Initiative program. A special guest was the Honorable Bill Mattiace, newly elected Mayor of Las Cruces, who brought greeting and congratulations from the City of Las Cruces. Mayor Mattiace also assisted in the presentation of the Certificates of Graduation. Also honored was 1Lt Deborah Martin, Las Cruces Composite Squadron Professional Development Officer, Training Officer and Testing Officer. Lt Martin also worked with the cadets.

There were 47 new cadets who were enrolled in the program. Of the 47 new cadets, 43 were presented with Certificates of Promotion. There were several awards presentations to new cadets for excellence in various activities. The ceremony ended with a fellowship time and refreshments.



INVEST \$\$\$ IN YOUR SQUADRON

In Civil Air Patrol, the good leaders from the squadron level on up have hours and hours of leadership training under their belts. Its easy to think, "I can do that" and then realize, without the proper training, things do not run smoothly without trained leaders.

Since the reorganization of the billeting at Kirtland Air Force Base the cost of attending the SWR Staff College has increased considerably because students and staff now pay for their rooms. In years past billeting was free to CAP members -- but no more. A person can eat like a king at the Base Dining Hall for very little but by the time billeting, food AND the college fee are added up it sometimes is beyond people's budget.

The SWR Staff College is a wonderful opportunity to start new members (two years or less) on the road to taking over the responsibilities of your squadron one day. One way the squadron can invest their hard-earned money wisely is to pay the college fee \$95 (in the form of a scholarship) for good leadership candidates. The squadron will reap the rewards when the well-trained officer returns with enthusiasm and knowledge of "how to". It's a much better investment than throwing a whale of a Christmas party!

Start now. Encourage your **potential** squadron commanders to send in their CAPF 17 to attend this extensive training and offer to help them with expenses. Former students of the SWRSC can almost guarantee it will be the best \$95 your squadron ever invested!



CADETS CARRY COLORS FOR CELTIC FESTIVAL

By 1st Lt Craig Degenhardt, Eagle CS PAO

Members of the Thunderbird and Eagle Composite Squadrons presented the Colors at the 16th Annual Rio Grande Valley Celtic Festival & Highland Games on Saturday 17 May 2003 at the Manual School in Albuquerque. It is a celebration of Scottish, Irish, Welsh, Manx & Galician cultures. The Civil Air Patrol Color Guard led a parade of bagpipe & drum units onto the field of honor, including the world champions Grade 4B Desert Pipes and Drums from Albuquerque New Mexico. (see photo by 1Lt David Christopher in website June newsletter)



Safety Bulletin

By Col Larry Harrah, NMWGSO

Temperature threats:

With the warm weather already here, it is time to assess the treats imposed by increasing temperature. Our most obvious threat is to aircraft performance. Last year about this time I addressed to problem with air ingestion engines and I will not address this here! There is more to the story than engine performance!! Remember that the airfoil's lift depends on air density in much the same way as the engine depends on the scooping up of air (oxygen) to burn the fuel efficiently. If the air density has decreased due to an increase in temperature, then to produce as much lift, the wing must pass an equivalent MASS of air in an equivalent time period: it has to go faster! If the aircraft has to go faster to produce the lift, and the engine is producing less power, the takeoff is greatly extended. All this is pointing out that it takes much more runway in hot weather than cold; do your computations!! before hauling the load into the air, maybe.

Some things about low air density (high density altitude) may not have been considered. Another factor that makes low air density considerations important in flying and driving as well, is that as the air density decreases, its ability to conduct heat decreases as well. While this is mostly offset in the aircraft with its necessity to maintain a specific airspeed (the airspeed necessary to provide the required lift gives the same mass airflow over the cooling surfaces), in ground

vehicles that is not the case. At the same ground speed, a vehicle gets less cooling as the density altitude increases! Your engine, oil cooler and transmission fluid cooler become rapidly less efficient at the posted speed limit. For warm weather, you should inspect and correct any deficiencies in these devices to ensure their proper operation. Particularly, check to see that mud and insects have not blocked the cooling surface or vanes (radiator). Overheating in our mountainous territory in the summer months can be directly attributed to high density altitude!

I have not read any article that addresses the high density altitude effects on the human body! **Why Not?** The body consumes air in much the same way as your air breathing engine! The loss in "power" experienced by the body is treated in FAA regulations as a function of altitude, not in terms of density altitude! How can this be? It is density altitude that matters! That controls the body's oxidation function that supplies our operational energy! Please remember that our body functions run about the same way as the engine in your aircraft. More oxygen, more energy produced per unit of time (power). Thought processes require energy and, they as well are affected by density altitude. Look at the accomplishments of our government during the summer months; the idiots make even more ridiculous decisions during the "dog days". Do a self survey to assess your ability to think and **perform** in times of high density altitude. Get your cooling system in shape for summer (clogged arteries cool less efficiently and distribute power less quickly). A regimen of regular exercise will help clean up your system; do it.

All of this leads to our June safety slogan:

Beat the Heat with Air Flow (Over the Wings and Through the Cooler)!

Do the calculations and be safe on our missions and in your everyday activities. Be prepared is the Boy Scouts marching song and should be ours as well (Tom Lehrer, please forgive the plagiarism, you might write a song about that; Johann Bolyai will approve) (if anyone remembers Nicolai Ivanovich Lobachevsky let me know).

Well, I have waxed eloquent on this subject but it is an important one!!! Don't forget the effect of density altitude on

performance of any device, including our bodies.

Next month, I will do some analysis of our next threat, thunderstorms. They are coming, hopefully by mid June; we need the water badly. We don't need tornados but they are a possibility. I hope that you will consider this subject carefully and use your common sense to face the challenges.

Next months Safety Meetings should consider weather during our monsoon period; challenges and rewards. Remember to review the "Sentinel" in your meetings. Let us learn from other's mistakes since we will not have the luxury to make them ourselves.

I still need Safety Slogans from the units; I'm getting to the bottom of my well. Accepted slogans get rewards!

Remember, Safety Reports are overdue for the first quarter of 2003 as are some of the yearly Safety Surveys! Next deadline is 15 July for Safety Reports for quarter 2 of 2003.



Going Downhill

By Capt John Lorenz

Us macho and macha high-desert pilots get to feeling smug about flying at high density altitudes and in mountainous terrain, and about how pilots flying from less exalted elevations have to adjust to what we deal with regularly, albeit not always successfully. But there are also important changes to be aware of when going from 9000-foot density altitudes down to the thicker soup they call 'atmosphere' at sea level.

For one, the nose-up attitudes that produce Vx, Vy, and cruise climb airspeeds are steeper than those we're used to since the engine, now sucking in as much as 20% more oxygen, is producing up to 20% more power and is capable of dragging the airframe up a steeper hill. Lowland pilots who are accustomed to such steep climb angles get caught nose high and slow, closer to a stall than they realize, when trying to out-climb obstacles or rising terrain at unaccustomed high density altitudes. But a pilot going the other way, who is used to the relatively shallow climb attitudes and who is trying to outclimb trees at the end of a sea-level runway, may not be using

the full potential of the airplane.

The additional power near sea level means you may have to hold the brakes harder during runup and that marginal brakes may not even hold completely, so watch for forward creep while checking the mags. Additional power also means that fuel consumption goes up: the 8 gallons per hour that the Lycoming O-320 has been burning rain or shine, night or day, taxi or full-power climb, may jump to 10 gallons per hour. That combined with slower true airspeeds results in significantly reduced range in terms of both hours aloft and miles over the ground, a potential 'gotcha' with serious consequences.

Maintaining a proper airspeed is critical on final, and a 65-kt approach should be flown at 65 knots regardless of density altitude. Unfortunately, near the ground, much of our perception of speed is based on the visual impression of forward speed over the ground. Sea-level pilots get into trouble because they are used to seeing the ground go by more slowly on short final than is required to maintain a safe airspeed at higher density altitudes. Therefore they sometimes let airspeed bleed off to dangerous conditions in order to maintain the accustomed impression of speed over the ground. On the other hand, pilots who are used to seeing the ground go by faster on final are prone to flying final approach too fast at sea-level airfields, since otherwise it appears to us that the aircraft is loafing along at dangerously slow speeds. The main problem with a fast approach is that many sea-level runways are relatively short: with full power available from engines, runways at lower altitudes don't have to be as long as those in the mountains. 2000-ft runways, bounded by FAA-approved 50-ft trees, are not uncommon in Ohio. Arriving in the flare with excess airspeed leads to floating and possible runway over-runs. A pitot tube can't see the ground, and it responds to changes in density altitude the same way lift from the wing does, so be aware of the airspeed indicator on final and use the normal approach airspeed.

Haze and limited visibility are more common at lower altitudes, and the numerous small towns often seem to have been cloned. It takes some mental re-adjustment for pilots who are used to navigating by heading for a distinctive mountain range 50-75 miles away to navigate successfully where "good" visibility is only 5-10 miles, all roads run north-south/east-west, and where everything is flat and green. There are also more tall radio towers where the population is denser. Towers aren't plotted on most GPS data bases, so plan to stay high or else keep track of their positions on a sectional map and anticipate them.

High humidity is common at lower altitudes whether or not it's hazy, so carburetor icing and fuel tank contamination from condensation are both more likely. The first reaction to pulling the carb heat if ice is present in the venturi will be for the engine to run *more* roughly as it melts and ingests the ice, and it takes willpower to let the process continue for a minute or two until the engine runs better.

Management of the mixture is also different. Lean for taxi but remember to go full rich before takeoff and again before landing. A go-around with a leaned mixture might cause the engine to balk; at a minimum it would be with less than maximum power. It can also cause engine damage.

The grass airfields that are more common at low altitudes make dirt and gravel strips of the desert look like ragged cousins, but grass can be treacherous. It's slippery when wet, diminishing directional control and virtually negating braking. Tall grass can add drag and extend a takeoff roll, so a soft-field takeoff technique is appropriate.

Familiarity with flight at high density altitudes doesn't automatically over-qualify us for flight at sea level. Aviation, for all its numbers, benefits from a bit of flexibility.



US Air Force Judges

NM Wing ES

By Maj Sharon Lane, NMWGAO

NM Wing was evaluated for its SAR soundness the weekend of 2-3 May at Santa Fe. Aircraft from all over New Mexico were present along with 48 senior members and six cadets and the new Mobile Operations Base trailer participated in the two-day event.

SW Region CAP/USAF personnel were the evaluators and came into New Mexico from the SAREVAL in Arizona. Those attending were Col Blake Fentress, SWR CAP/USAF Commander, Col Joe "Brillo" Macklin, Lt Col Vic Demorol, MSgt (ret.) Ken Skelton, MSgt Rod Watson, Beth White, SWRDAE all from Ft Worth, Texas, NM Wing AF Liaison Office State Director Mr. Fred Harsany, Col Milton West, USAF, Maj Sherry Riddle, USAF, Maj Bernie Ulmer of Albuquerque. Lt Col Allan Williams-SWRDEO and Capt Tina Britton from Louisiana and Sgt Chuck Farry, USAF and Michael "ET" Holm both from Arizona.

The evaluators walked quietly through the mission base and the flight line observing NM Wing members at their assigned jobs. Col Fentress, in his conclusion Saturday evening said, "The pre-planning on Friday night was exceptional --the best we've ever seen!" The evaluators met in the late afternoon in a closed-door session to determine the grade for each area evaluated and then met with mission base personnel to reveal the tentative grade. Col Macklin said, "This is not written in stone. Before the final typing of the report, we will again look at each area and make sure we didn't miss anything." With a SATISFACTORY overall grade, 14 areas received the following grades:

- Agency Liaison - satisfactory
- Air Crews - marginal
- Air Operations - marginal
- Air support group/flight line - satisfactory
- Chaplain - excellent
- Communications - satisfactory
- Finance/admin - satisfactory
- Ground teams - not evaluated
- Incident Commander - satisfactory

Information (PAO) - excellent
 Logistics - outstanding
 Operations - satisfactory
 Planning - satisfactory
 Safety - satisfactory

Col Fentress was very pleased to hand out two very special awards at the end of the report. He said, "Even though everyone SHOULD do their best during an evaluation, sometimes there are some really outstanding people or exceptional performers who go "above and beyond". I am pleased to recognize two such people tonight."

He continued, "For an exceptional performance in their positions I award these specially minted SW Region coins to 1Lt John Gravel (project officer for the Eval) and Chaplain Col Thomas Jackson." Those in attendance acknowledged their approval of the awards with loud applause. Following his presentations, NM Wing Commander Col Jim Norvell and ES Director Lt Col Frank Buethe stepped to the podium to present Commanders Commendations to Lt Col Larry Zentner, 1Lt John Gravel, Capt David Simonsen and Mr. Fred Harsany for outstanding performance in preparing the Santa Fe Mission Base for the important event. Again, loud applause marked the approval for these notable commendations.

Air crews and personnel were invited back to fly on Sunday and attend a "hot wash" (a debriefing) at the mission base. After hearing the grade Saturday night, Lt Col Frank Buethe said, "This is how we learn what areas we need improvement in. Its been a good evaluation." Knowing Lt Col Buethe, one can assume he started on Sunday to "make it better".



LONGTIME COLUMNIST DIES FROM CANCER

By Capt Joe Baker, Farmington

A long time columnist for AOPA Pilot magazine and noted aviation historian died April 27 after a lengthy battle with cancer. Peter M. Bowers was 84. Born in San Francisco, Bowers wrote hundreds of columns,

magazine and newspaper articles, and books. His monthly column appeared in Pilot from 1962 to 1984. He also wrote the popular "Wings & Things" for GANews, setting a record of 786 columns since it began in 1972. Bowers also accumulated one of the largest collections of aviation photographs in the country; unfortunately, a large part of it was lost in a fire several years ago. Bowers is survived by his wife, Alice, step-daughter Allison Berghmans, and son David Rice Bowers.



NEW MEXICANS - AREN'T WE INTERESTING PEOPLE?

- You can correctly pronounce Tesuque, Cerrillos, and Pojoaque.
- You expect to pay more if your house is made of mud.
- You can order your Big Mac with green chile.
- Your Christmas decorations include "a yard of sand and 200 paper bags".
- Most restaurants you go to begin with "El" or "Los".
- You price shop for tortillas .
- You have an extra freezer just for green Chile.
- You think a red light is merely a suggestion.
- You believe that using a turn signal is a sign of weakness.
- You think six tons of crushed rock makes a beautiful front lawn.
- There is a piece of a UFO displayed in your home.
- You just got your fifth DWI and got elected to the state legislature in the same week. (*I don't write this stuff--I just publish it! Ed.*)
- Your swamp cooler got knocked off your roof by a dust devil.
- You have been on TV more than three times telling about your alien abduction.
- You think Las Vegas is a town in the northeastern part of the state.
- You iron your jeans to "dress up".
- Your other vehicle is also a pick-up truck.
- You know the punch line to at least one Espanola joke.

- You have driven to an Indian Casino at 3:00 AM because you were hungry.
- You think the Lobos fight song is "Louie, Louie".
- You know whether you want "red or green."
- You see nothing odd when, in the conversations of the people in line around you at the grocery store, every other word of each sentence alternates between Spanish and English.
- You know you will run into at least a dozen friends whenever you shop at Walmart.



Jun 2003

7-22 NM Glider Academy-Hobbs
 14 Flag Day
 15 Father's Day

Jul 2003

4 -Fri Independence Day
 12-13 -CN Exercise -Santa Fe NM
 12-19 -SWR Staff College -KAFB
 19-26- Cadet Encampment -KAFB
 19-20 -Flight Clinic - TBA

Aug 2003

2 Commander's Call/Wg Staff-Los Alamos
 25-27 National Boards-Las Vegas NV
 15-17 SAR/DR Exercise- Gallup

Sep 2003

1 Labor Day
 5-7 SAR/DR Exercise -Roswell
 12 NM Wing Conference/Change of Command-Santa Fe
 17-21Natl Legal Ofcrs College-Minneapolis
 27-28 Mountain Flying Clinic (dual site) Taos-Alamogordo

**HAPPY
 FATHER'S
 DAY
 TO ALL YOU
 DAD'S OUT
 THERE!
 June 15**

G'Day